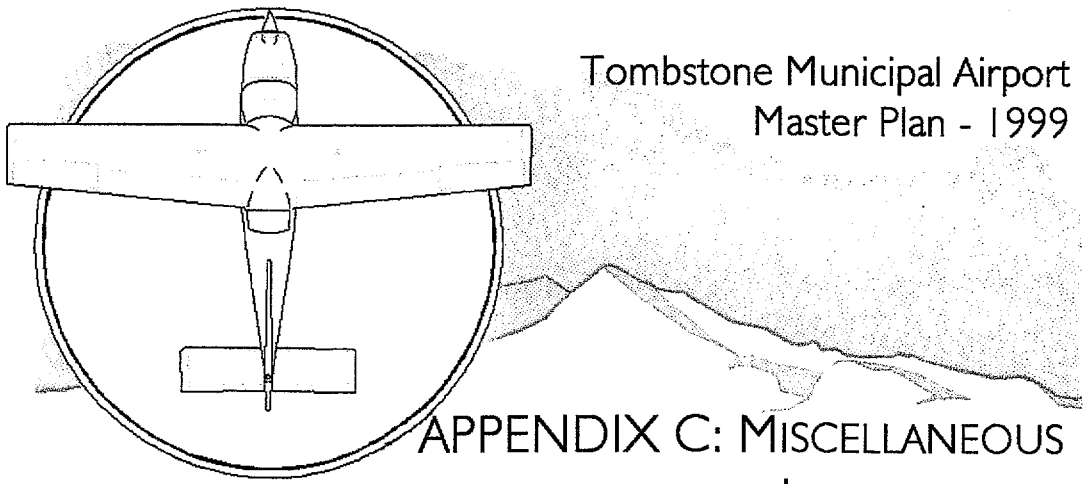


Tombstone Municipal Airport
Master Plan - 1999

APPENDIX C: MISCELLANEOUS INFORMATION

Tombstone Courthouse
State Historic Park

27 August 1998

To: Arthur Rodriguez

From: Mr. Larry L. McFall
Historical Research Specialist
Arizona State Parks
Tombstone, Az 85638

Re: Your request to review Tombstone Municipal Airport Master Plan 1999.

The section of the Airport Master Plan reviewed for historical accuracy was the part denoted as "Tombstone's Early History: 1877-1879" on pages 1-1 and 1-2.

The only questionable historical events in the section involves a prospector by the name of Lewis who is said to have worked the Tombstone Hills in 1877. I am not aware of a man by the name of Lewis finding an outcropping of high grade silver in 1877, prior to the find of Ed Schieffelin. Note: This is not to say that this did not happen or that it is not documented, only that my resources cannot confirm this. If you find information that confirms this event, I would like to ensure that it is documented in my files here at the Tombstone Courthouse and would very much appreciate it being shared with me.

My resources in addition to my records are Robert Palmquist, attorney and mining historian from Tucson and Mason Coggin, Director of the Arizona Department of Mines and Mineral Resources and President of the Mining History Association from Phoenix. The following information was provided:

* Mr. Palmquist stated that there was a man by the name of Alpheus Lewis that prospected the area with his partner A.C. Smith. They left San Francisco, California on Thanksgiving Day of 1877 and ended up in the Bisbee area prospecting until March of 1878 when they ventured over into the Tombstone area when he met the Schieffelin brothers and Dick Gird. This data was extracted from Alpheus Lewis son's transcripts of December 1926 located at the Arizona Historical Society.

* Mr. Coggin stated he had no documentation to support there were any prospector finding any rich cropping before Schieffelin. Even though history does indicate that Frederick Brunckow who had been working the San Pedro Mountains had in-fact discovered a valuable silver vein in and around 1859. Brunckow was killed the next year by Mexican laborers without leaving documentation substantial for historical evaluation.

It is commonly assumed with what historical data we presently have, that Ed Schieffelin made the first large documented silver discovery in what became to be known as the "Tombstone Mining District".

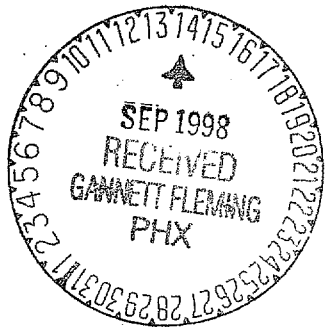
Mr. Larry L. McFall
Historical Research Specialist

ARIZONA STATE PARKS

Arizona Department of Transportation

Aeronautics Division
P.O. Box 13588, Mail Drop 426M - Phoenix, Arizona 85002-3588
Phone: (602) 254-6234 • FAX: (602) 254-6361

Arizona Governor's Award for Quality
1995 Pioneer Award Recipient



September 8, 1998

Kathy Miller, City Clerk
City of Tombstone
315 East Freemont St.
Tombstone, Arizona 85638

Re: Tombstone Municipal Airport Master Plan: Critique Comments Chapters 1-3

Dear Ms. ~~Miller~~ Kathy:

We have reviewed the Draft Chapters of the Tombstone Municipal Airport Master Plan in accordance with our Master Plan Checklist (attached) and have the following comments:

1. Chapter One: **Background & Inventory**

   a. Were there any special interest issues the City wished addressed as a part of this Master Plan? If so, they should be indicated in the Introduction or Chapter One.

   b. The source of the historical material is not designated.

   c. There are comments made by the Consultant concerning their opinion that the magnetic bearings of the runways, length and width may not be as indicated in current FAA documents (FAA Form 5010-1 and AFD), the SANS and the Cochise County System Plan, 1994. All of these documents list the bearings as 6-24, the length as 4,610 feet and the width as 65 feet. If these are incorrect, the survey methods used to determine these errors should be indicated. GPS coordinates are a suitable alternative to making these determinations and may be used as well. All the data needs to be included in the master plan.

   d. The airport's elevation was not indicated.

   e. The road signage indicating the location of the airport is not indicated.

   f. The absence or location of auto parking at the airport is not addressed.

g. Figure 1A does not have a legend/scale and the line quality is difficult to read.

h. Socioeconomic Factors (paragraph 2b, City of Tombstone Airport Master Plan Scope of Work) such as land use planning/general plan (paragraph C2, City of Tombstone Airport Master Plan Scope of Work) and existing ground transportation network are not addressed in the Master Plan to this point. These are critical elements. Information sources for data of this type are available from the Arizona Department of Commerce. We recommend an exhibit to illustrate property ownership and existing land use included in order to ascertain the probability of airport expansion later in the master plan.

2. Chapter Two: **Aviation Demand Forecast**

a. The "Review of Other Applicable Planning Documents" section does not contain the **FAA 1998-2009 Forecasts** and the date of the TAF Forecasts publication. It appears an overview of the FAA Forecasts for General Aviation has a great deal of applicability to this airport and should have been included in this study.

b. The source and date of the Population Data is not described (AZ DES is not descriptive enough) and there are no historical or forecasts for theTombstone population listed even though they were available. The text indicates that U.S. Bureau of Economic Analysis (BEA) population data was used, however, the tables on pages 2-13 and 2-16 indicate "AZ DES". If the data in the tables is from Arizona Department of Economic Security, Population Statistics Unit (ADES), it does not match the latest available population statistics (July 1, 1997 – July 1, 2050) for Cochise County.

Unless the Sponsor directs otherwise, we expect, *as a minimum*, the latest approved population data available from the ADES to be used in forecast analyses. Other population data sources may also be used but the reason for their use must be explained and documented. The significant difference between the population figures (now assuming the tables reflect BEA data) should be accompanied by the Consultant's rationale for using the Bureau's instead of the ADES data.

c. There were two forecast methodologies indicated (economic and market share) but there was no indication what the preferred forecast of based aircraft and operations were. It appears a summary table of the preferred forecasts is necessary. It would be useful if the Cochise County System Plan, 1994, forecasts for Tombstone airport activity also was included in the tables.

d. It is our opinion that the Based aircraft and Operations forecasts for the year 2000 are very optimistic in that development funds for the airport could not become available until July 1999 at the earliest. It is difficult to imagine that by the year 2000, there will be a substantial change in the airport facilities to attract owners of aircraft basing at other airports. By the Consultant's earlier admission in Chapter One ("Site security is a primary factor....etc"), the reason there are no actual based aircraft at Tombstone Airport is the lack of facilities. If that is true, one should expect only a modest improvement in airport resources by the year 2000.

e. The following forecast data was omitted from this Chapter: fleet mix projections, annual instrument approaches (paragraph 2d, City of Tombstone Airport Master Plan Scope of Work), and the operations split between local-itinerant-military.

f. The peaking characteristics section is very confusing and does not cover peak month, design hour, design passengers or busy day. It appears that an explanation as to why the usual peaking characteristics methodology could not be used (lack of historical data) as an introduction to the section would assist the reader. It would probably be less confusing if a table were used to present the projections throughout the planning period.

g. The Demand versus Capacity section does not provide the data required by paragraph C4, City of Tombstone Airport Master Plan Scope of Work. Where is the data (hourly capacity, ASV and delay throughout the planning period? There is insufficient data provided to evaluate the calculations.

3. Chapter Three: **Airport Facility Requirements**

a. Wind Data Analysis was not calculated correctly (see FAA AC 150/5300-13, Appendix I, para 4c). In those cases where there is no local airport wind data, a composite wind rose may be constructed from two or more sources. It is recommended that the Consultant perform a composite analysis (in accordance with FAA AC 150/5300-13) to determine the probable crosswind component of the runway. In the case of Tombstone, the composite data (when compiled by the Consultant) might be marginal due to the differences in the terrain between the sites and Tombstone. Although a composite wind analysis may be marginal, it can serve as an indication of the possible crosswind component at the airport for planning purposes. [The Aeronautics Division has wind analysis equipment available for use by the City]

In addition, the text does not describe the annual rainfall or how they obtained the mean maximum daily temperature for the airport (in either

Chapter 2 or 3). If the information was not available for the airport, how was the planning mean maximum temperature derived?

b. A parallel taxiway and fuel storage is not addressed. In regards to a partial or parallel taxiway, although not required during the planning period, it illustrates a point concerning long range planning.

The sponsor and State need to know the reasons that the issue was addressed and dismissed. Omitting aviation issues because they may not be necessary during the 20-year timeframe is not good planning. A parallel taxiway may be necessary at some time in the future and the possible location and runway-taxiway separation criteria for the taxiway should be indicated on the Airport Layout Plan for future planning purposes. Whether it is necessary to construct or not is secondary to the assistance it will provide the Sponsor in locating landside facilities (to preclude their relocation at some point in the future). Other factors, such as land acquisition, navaid siting, etc, can be influenced by a significant airside improvement such as a parallel taxiway.

c. The State has established a set of minimum standards (Chapter 4, SANS, 1995 and revised in the Transportation Board Policies, 1998) for airports in Arizona. As part of the facility requirements for Tombstone Municipal Airport, the ability of the airport to meet the State's minimum standards for Group I and Group II airports (see attached policy extracts) should be addressed in this chapter.

d. The Immediate, Short, Ultimate Development Plans do not conform to the procedures described in FAA AC 150/5070-6A, Chapter 10, paragraph 2, for timing. In the FAA 20-year planning period, staging development is broken into the short range (zero to five years), the intermediate (six to ten years) and the long term/ultimate range (11-20 years). The listed timeframes in this chapter are 2 years, 5 years and 20 years. These periods do not align with any of the State's five-year programs or the FAA's. If these timeframes are required by the Sponsor, please provide a standard development program (in accordance with FAA AC 150/5070-6A) for the State's use in an appendix to the master plan.

We received the Draft Alternatives but due to the difficulty in reviewing the drawings (the absence of a legend), our comments will be minimal. It appears that relocation of the existing runway is considered a reasonable alternative to be investigated. We would recommend the consultant be prepared to discuss property ownership/existing land use and the approximate cut and fill requirements for each alternative. FAA AC 150/5300-13, Chapter 2, discusses airport elements that should be included in the airport property (Object Free Area's, Runway Protection Zones [RPZ] and the transition surface up to an

Chapter 2 or 3). If the information was not available for the airport, how was the planning mean maximum temperature derived?

b. A parallel taxiway and fuel storage is not addressed. In regards to a partial or parallel taxiway, although not required during the planning period, it illustrates a point concerning long range planning.

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elevation of 35 feet). It is recommended that wherever possible, the alternatives should illustrate these elements within the land to be acquired. Obviously, an RPZ easement over a State highway is more appropriate than land acquisition.

It is apparent that your consultant did not have a copy of the Aeronautics Division Master Plan Checklist and was not aware of the State's master plan requirements. We have included the entire checklist as an enclosure (including comments on the first three chapters) in the hope that it will serve to guide them in future submissions.

In regards to questions raised at the Planning Advisory Committee Meeting on August 21, 1998, the remark made by Mr. Pela concerning ADOT funding support for "hangars" is not entirely true. ADOT Aeronautics has a loan program available to Sponsors that may be used to obtain funds to purchase/construct hangar facilities. You can call Doris Acosta of our office for an application and any additional information concerning the ADOT Aeronautics Loan program.

We would be glad to discuss the pro's and con's of being included in the FAA's *National Plan of Integrated Airport Systems (NPIAS)* in order to be eligible for federal airport funds. At the next meeting (Sept 24, 1998), which we plan to attend, we will be prepared to discuss this issue with you and the PAC.

If you have any further questions, please call.

Sincerely,

R E Boucher

Ray Boucher, Aviation Program Analyst

Enclosures

Cc: Ronald Schreir, Gannett Fleming, 3001 Camelback Road, Ste 130, Phoenix, AZ 85016-4498

AIRPORT PLANNING GUIDELINES

I. BACKGROUND

Airport Planning Guidelines have been established by the State Transportation Board in order for the Aeronautics Division to accurately assess the limitations and deficiencies of airports in the State's Primary and Secondary Airport systems. These guidelines will be applied to airports in the Primary and Secondary system and evaluated periodically to determine the estimated statewide capital improvement costs required to bring the airports into compliance with the planning guidelines.

II. AIRPORT REFERENCE CODE

A. The FAA coding system for airports relates airport design criteria to the operational and physical characteristics of the airplanes intended to operate at an airport. The Airport Reference Code (ARC) consists of two components: Aircraft Approach Category and Airplane Design Group. The planning guidelines for airports in Arizona will be based on the FAA Airport Reference Code.

1. Aircraft Approach Category: The minimum approach speed of an aircraft at its maximum gross landing weight in the landing configuration.

2. Airplane Design Group: A grouping of airplanes based on wingspan.

III. AIRPORT PLANNING GUIDELINES FOR AIRPORTS IN AIRPORT REFERENCE CODE GROUP I:

These airports normally are designed to serve small aircraft, with operating gross weights of less than 12,500 pounds, capable of accommodating aircraft with less than 10 passengers with visual approaches to the runway(s).

A. Runway length and width: The minimum runway length and width will be determined by the predominant type of aircraft that operate at the airport and the approach visibility minimums at the airport. FAA Advisory Circular (AC) 150/5325-4, Runway Length Requirements for Airport Design and AC150/5300-13, Airport Design will be used to determine the appropriate runway dimensions.

B. Taxiways: A minimum of a Turnaround taxiway will be at both runway(s) ends.

C. Runway Safety Area: The runway safety area will be 120 feet wide centered on the runway centerline and a minimum length of 240 feet beyond the actual ends of the runway, in accordance with (IAW) FAA AC 150/5300-13.

D. The airport will have at least one windsock/wind indicator. This windsock should be lighted (if night operations are permitted) and located at/or near the runway midfield.

E. Both paved and unpaved airports should have a graded area for parking the based aircraft as well as at least two transient aircraft. All parking spaces should be equipped with a minimum of one tiedown. The location of the parking apron should be in accordance with FAA AC150/5300-13.

F. The airport should be free of obstructions in the primary, approach and transition surfaces in accordance with FAR Part 77, Objects Affecting Navigable Airspace. The minimum approach slope to the airport should be 20:1.

G. The airport should be equipped with Runway Delineators.

H. The airport should have a continuous access road to a paved city/town/county or state roadway system.

IV. AIRPORT PLANNING GUIDELINES FOR AIRPORTS IN AIRPORT REFERENCE CODE GROUP II:

These airports normally are designed to serve small to medium sized aircraft, with maximum gross weights of less than 25,000 pounds, accommodating less than 35 passengers. These airports will meet all of the minimum design standards of Group I and:

A. The airports with scheduled commercial passenger service will meet the minimum requirements of FAR Part 139.

B. Taxiways: These airports will have a minimum of a partial or full length parallel (mandatory for annual operations in excess of 20,000). If the runway is paved, the parallel taxiway should be paved. Runup areas should be provided at both ends of the runway(s).

C. The airports should be equipped with the following minimum navigational aids:

1. At least one lighted windsock/wind indicator located at/or near the midpoint of the runway.

2. A beacon.

3. Delineators or lighted runway and delineators on all taxiways.

4. An airport approach aid (Visual Approach Slope Indicator, Precision Approach Path Indicator, Generic Visual Glideslope Indicator) at those airports with more than 15,000 annual operations.

5. These airports should have the following Terminal services: a minimum of a telephone, access to weather data, access to FAA Flight Facilities, a waiting area, restroom facilities, portable fire extinguishers, and posted local area procedures/ emergency procedures. In the absence of fuel, eating and sleeping facilities, information should be available on where these accommodations can be obtained. NOTE: Terminal services may be provided by a Fixed Base Operator (FBO) and/or airport sponsor.

D. The airports should have a graded area for parking the based (non-hangared) aircraft as well as at least six transient aircraft at paved or unpaved airports. All apron parking spaces (paved/unpaved) should be equipped with at least three-point tiedowns. The location of the parking apron should be in accordance with FAA AC 150/5300-13.

E. The airports should be fenced.

G. The airport should be equipped with Runway Delineators.

H. The airport should have a continuous access road to a paved city/town/county or state roadway system.

IV. AIRPORT PLANNING GUIDELINES FOR AIRPORTS IN AIRPORT REFERENCE CODE GROUP II:

These airports normally are designed to serve small to medium sized aircraft, with maximum gross weights of less than 25,000 pounds, accommodating less than 35 passengers. These airports will meet all of the minimum design standards of Group I and:

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E. The airports should be fenced.

V. AIRPORT PLANNING GUIDELINES FOR AIRPORTS IN AIRPORT REFERENCE CODE GROUP III, *IV and V*:

A. These airports normally are designed to serve small, medium and large sized aircraft, with maximum gross weights of less than up to 300,000 pounds, capable of accommodating aircraft with more than 35 passengers. These airports will meet all of the minimum design standards of Group I and II and. Airports with scheduled commercial passenger service will meet the minimum requirements of FAR Part 139.

B. All main runway(s), taxiways/taxilanes and apron areas will be paved.

C. All runways and taxiways will be lighted. Transient and local tiedown facilities will be lighted in the main terminal area.

D. Have the following minimum Terminal Facilities: on location weather data terminal; fuel facilities to accommodate both piston and jet aircraft; either commercial eating facilities or vending machines; access to rental car facilities; maintenance facilities for the repair of aircraft, avionics, engine and airframe; and a waiting/lounge area. (NOTE: Some or all of these services may be provided by the FBO's however, the airport sponsor is responsible for monitoring the condition of mandatory facilities.)

E. In addition, the following equipment may be authorized for this type facility: Crash-rescue equipment, Runway sweeper, landscaping tractor, and Snow-plow.

F. Emergency generating equipment for the Beacon, Runway Lights, Visual Approach Aid, ATCT (optional), and emergency equipment.

G. A nonprecision instrument approach to the main runway ends.

NAME OF AIRPORT: Tombstone Municipal REVIEWER: REB Chap/PH: 1-3

AIRPORT MASTER PLAN CHECKLIST DATE: 9-8-98

NOTES: *The purpose of this checklist is to determine if the major factors in an Airport Master Plan(AMP) have been covered/reviewed and the condition(s) adequately described. The purpose is not to dictate the format/style the AMP should take. It is the Reviewer's responsibility to find these subject areas in the AMP.*

LEGEND: √ = **Subject covered satisfactorily**
☐ O = **Subject not reviewed/not required**
☒ ☒ = **Subject missing or inadequately described. A remark may be required.**
* = **This subject needs to be illustrated on an exhibit**
** = **A color exhibit is recommended**

I. CHAPTER ONE: INVENTORY

☒ 1. AIRPORT SETTING:

☒ A. Address any issues/objectives of the sponsor. None indicated

☒ B. Include airport size (acres), ARC and elevation. No elev.

☑ 2. AIRPORT HISTORY: We think the "source" of the historical background should be indicated. We don't believe it was written by GF, Inc

NA ☐ A. Include references to previous master plans.

☑ B. Include property ownership and how/when acquired

☑ 3. DEVELOPMENT HISTORY:

☐ A. Last 10 years preferred. Last five years required.

☑ 4. AIRPORT ACTIVITY (May be in Forecasts)

☑ A. HISTORICAL BASED AIRCRAFT

☐ B. HISTORICAL OPERATIONS

☐ C. HISTORICAL ENPLANEMENTS

☐ D. HISTORICAL AIRLINES THAT SERVED THE AIRPORT

☐ E. HISTORICAL O&D

☐ 5. EXISTING FACILITIES: Dimensions, weight bearing strength and no. of runways/taxiways; property lines, avigation easements.

Note: ☑ *A. AIRSIDE: (RUNWAYS, TAXIWAYS, NAVAIDS, LIGHTING, MARKING)

FAA Form 5010 indicates 4610' X 65' — is this an error? What type of measuring device did they use?

☐ *B. LANDSIDE:

- o *(1) TERMINAL: Age, Sq Feet, Tenants, Location
- o *(2) FBO'S: Name, Type, Sq Feet, Location, Business
- ✓ *(3) APRON- ITINERANT AND LOCAL: Sq Yards, No. of Tiedowns, Location
- ✓ *(4) HANGARS: Quantity by type, Shade vs. Enclosed, Sq Ft
- ✗ *(5) AUTO PARKING: No. of spaces, Type, Sq Ft/Yd, employee vs. public
- o *(6) ARFF: No. of vehicles, type, age, capabilities, personnel
- o *(7) ATCT: Location, No. of personnel, hrs of operation, auto parking spaces
- o *(8) MAINTENANCE: Size (Sq Ft), No. of personnel, No. & Type vehicles
- ✓ *(9) SECURITY: *Fencing (location & type), *No. of gates (manual/electrical),
  - o (a) No. of personnel
  - o (b) No. of vehicles, hours of operation
- o *(10) FUEL STORAGE: No./quantity of tanks, fuel type, location, conform to Dec 98 EPA/ADEQ Standards, No. of refueling vehicles, trained personnel, hours of operation.
- o *(11) AWOS/ASOS: Location and model/type, tied into NWS?
- o *(12) UTILITIES: Source of gas, water, electric, telephone and indicate capacity/capability; sewer, waste treatment facilities; emergency power.
- o *(13) TENANTS: Describe all non-aviation airport tenants, size of facilities, no. of personnel, type of business, location.
- Not addressed ✗ *(14) AIRPORT ACCESS/SIGNAGE: Assess current road capacity/structure.

☑ 6. AIRSPACE AND AIR TRAFFIC CONTROL

- ☑ A.AREA AIRPORTS
- ☑ *B. AIRSPACE STRUCTURE
- ☑ *C. AIRWAYS
- ☑ *D. RESTRICTED AREAS
- ☑ *E. MOA'S

Figure 1A — No legend

☒ F. LOCAL PROCEDURES: Traffic patterns: type/location, VFR/IFR departure /arrival procedures (an exhibit is optional); ARTCC Center.

☐ NR G. NOISE ABATEMENT PROCEDURES

☐ *H. WILDERNESS/HISTORICAL AREAS

☐ *I. STANDARD INSTRUMENT DEPARTURES/APPROACHES

☒ 7. SOCIOECONOMIC FACTORS: Show minimum of five years historical; Indicate both State, County and Local.

☒ A. POPULATION: Must indicate AZ DES data as a minimum.

☒ B. EMPLOYMENT

☒ C. INCOME

☐ D. COMPARISONS

☒ 8. **LAND USE PLANNING: A color exhibit indicating current land use in airport vicinity is recommended; Minimum area included in the exhibit should be sized according to the Traffic Pattern Airspace for the category of airport as outlined in FAA Order 7400.2D, Part III, Chapter 10, Figure 10-14. NOTE: Land Use/Noise Plan requires the same size area.

☐ *A. POLITICAL JURISDICTIONAL BOUNDARIES

☐ *B. AIRPORT PROPERTY LINES

☐ *C. AIRPORT RUNWAY PROTECTION ZONES

☐ *D. CODED LAND USE CATEGORIES.

☐ E. DESCRIBE JURISDICTIONAL LAND USE PLANS AFFECTING AIRPORT

☒ 9. GROUND TRANSPORTATION NETWORK: Describe rail, bus, truck service to city.

☒ 10. CLIMATE : Not a composite Windrose! See 5300-13, Ap 1, para 4d.

☐ *A. WINDROSE: Dates of information(minimum 10 years constitutes a valid rose)

☐ B. PERCENT WIND COVERAGE OF ALL RUNWAYS FOR 12 & 15 mph and indicated in knots) WINDS

☐ C. MEAN MAXIMUM HIGH TEMPERATURE AND MONTH.

☐ D. ANNUAL RAINFALL, SNOWFALL, IFR DAYS, PVC DAYS.

NOTE: ASTERISKS INDICATE ELEMENTS THAT MUST BE INCLUDED ON THE APPROPRIATE EXHIBITS.

II. CHAPTER TWO - FORECASTS

- ☐ 1. TRENDS AT THE NATIONAL LEVEL
  - ☐ A. MAJOR AIRLINES
  - ☐ B. REGIONAL/COMMUTER AIRLINES
  - ☐ C. GENERAL AVIATION
  - ☐ D. HELICOPTERS
- ☐ 2. FORECASTING METHODOLOGY
- ☐ 3. SERVICE AREA
- ☐ 4. AIRLINE ACTIVITY
  - ☐ A. ENPLANEMENTS (an exhibit is optional)
  - ☐ B. OPERATIONS (an exhibit is optional)
  - ☐ C. ORIGIN-DESTINATION DATA (May be in inventory)
  - ☐ D. FLEET MIX
  - ☐ E. COMPARISONS WITH OTHER FORECASTS (an exhibit is optional)
- ☐ 5. GENERAL AVIATION
  - ☐ A. BASED AIRCRAFT: List of aircraft by type, model and tail# should be illustrated by table, exhibit or appended to the Master Plan.
    - ☐ (1) NUMBERS AND PROJECTIONS (an exhibit is optional)
    - ☐ (2) FLEET MIX AND PROJECTIONS (an exhibit is optional)
  - ☐ B. OPERATIONS (an exhibit is optional)
    - ☐ (1) LOCAL
    - ☐ (2) ITINERANT
    - ☐ (3) MILITARY
    - ☐ (4) OTHER USER GROUPS
  - ☐ C. COMPARISONS WITH OTHER FORECASTS (an exhibit is optional)
- ☐ 6. AIR CARGO OPERATIONS

- ☐ A. TONNAGE- MAIL
- ☐ B. TONNAGE- AIRLINES
- ☐ C. TONNAGE- FEDERAL EXPRESS/UPS
- ☐ D. AIRCRAFT TYPES
- ☑ E. COMPARISONS WITH OTHER FORECASTS (an exhibit is optional)

☒ 7. ANNUAL INSTRUMENT APPROACHES

☒ 8. PEAKING CHARACTERISTICS

- ☐ A. AIRLINE PEAKING CHARACTERISTICS
  - o (1) PEAK MONTH
  - o (2) PEAK DAY
  - o (3) DESIGN HOUR- OPERATIONS
  - o (4) DESIGN HOUR - PASSENGERS
  - o (5) BUSY DAY
- ☐ B. GENERAL AVIATION PEAKING CHARACTERISTICS
  - ☒ (1) PEAK MONTH
  - ☒ (2) PEAK DAY
  - ☒ (3) DESIGN HOUR- OPERATIONS
  - ☒ (4) DESIGN HOUR - PASSENGERS
  - ☒ (5) BUSY DAY

NOTE: EACH FORECAST TABLE/GRAPH SHOULD CONTAIN FORECASTS OF OTHER AGENCIES WHENEVER POSSIBLE.

III. CHAPTER THREE: FACILITY REQUIREMENTS

☒ 1. DEMAND CAPACITY

- ☑ A. AIRSPACE CAPACITY ANALYSIS
- ☐ B. AIRFIELD CAPACITY ANALYSIS: FAA AC 150/5060-5
  - ☒ (1) METEOROLOGICAL CONDITIONS See Comments on Windrose

- ☒ (2) RUNWAY USE PERCENTAGES
- ☒ (3) AIRCRAFT MIX: Existing and Forecast .
- ☒ (4) PERCENT ARRIVALS
- ☒ (5) PERCENT TOUCH AND GO
- ○ (6) EXIT TAXIWAY LOCATIONS
- ○ (7) RUNWAY CONFIGURATIONS
- ☒ (8) ANNUAL SERVICE VOLUME: Existing and Forecast (an exhibit is optional)
- ☒ (9) HOURLY CAPACITY: VFR & IFR Existing and Forecast (an exhibit is optional)
- ☒ (10) HOURLY & ANNUAL DELAY: VFR & IFR Existing and Forecast(an exhibit is optional)

☐ C. GATE CAPACITY

☐ D. TAXIWAY CAPACITY

☒ E. RUNWAY ORIENTATION: Does it meet FAA 95% Criteria See Comments on windrose data

☒ F. RUNWAY GRADIENT: Does it exceed 1.5%

☐ 2. FACILITY REQUIREMENTS: Existing and Forecast

☒ A. AIRSIDE (an exhibit is optional)

- ☒ (1) RUNWAYS: Length, width and strength
- ☒ (2) TAXIWAYS: Type, width and strength
- ☒ (3) NAVIGATIONAL AIDS
- ☒ (4) MARKING & LIGHTING

☒ B. LANDSIDE (an exhibit is optional)

- ○ (1) TERMINAL BUILDING
- ○ (2) APRON AND GATE POSITIONS
- ○ (3) AUTO PARKING
- ○ (4) AIR CARGO REQUIREMENTS
- ☒ (5) GENERAL AVIATION REQUIREMENTS

- ✓ (A) HANGARS
- ✓ (B) APRON
- ✓ (C) TERMINAL
- ✓ (D) AUTO PARKING
- ✓ (E) FUEL STORAGE

✓ (6) AIRPORT ACCESS

- (A) ROADWAY CAPACITY

(7) AIRPORT RESCUE AND FIREFIGHTING

(8) AIR TRAFFIC CONTROL TOWER

✓ (9) UTILITIES: Electric, water, sewer, gas, telephone.

(10) PROPERTY REQUIREMENTS/DEFICIENCIES Limited at this point

IV. CHAPTER FOUR - DEVELOPMENT ALTERNATIVES

☐ 1. *AIRSIDE ALTERNATIVES

- ☐ A. RUNWAYS
- ☐ B. TAXIWAYS
- ☐ C. NAVIGATIONAL AIDS
- ☐ D. RUNWAY PROTECTION ZONES
- ☐ E. LAND ACQUISITION

☐ 2. *TERMINAL BUILDING ALTERNATIVES

☐ 3. *AIR CARGO ALTERNATIVES

☐ 4. *LANDSIDE ALTERNATIVES: The major elements discussed under Facility Requirements should be addressed. The following elements might be included:

- ☐ A. HANGARS
- ☐ B. APRON
- ☐ C. TAXILANES
- ☐ D. FBO FACILITIES

☐ E. MAINTENANCE FACILITIES

☐ F. WASH RACK FACILITIES

☐ G. ARFF FACILITIES

☐ H. ACCESS ROADS

☐ I. PERIMETER ROADS

☐ J. FENCING/GATES

☐ K. FUEL STORAGE FACILITIES

☐ L. REVENUE GENERATING LAND AREAS

☐ M. LAND ACQUISITION/EASEMENTS

☐ 5. FUTURE AIRPORT- PROJECTION TO 50 YEARS (OPTIONAL): In order to provide the sponsor with a long range perspective of the future airport, consider land that might need to be acquired, land off-airport that needs to be protected from encroachment and potential runway extensions/additions that might be necessary. A brief description of the factors that were considered in forecasting the future airport, as well as an exhibit depicting the possible layout of the future airport should be provided as a minimum. (an exhibit is optional)

V. CHAPTER FIVE - AIRPORT PLANS

☐ *1. AIRPORT LAYOUT PLAN (ALP) DESCRIPTION

☐ A. DESIGN STANDARDS USED

☐ B. DEVIATION FROM DESIGN STANDARDS

☐ C. DEVELOPMENT STAGING

☐ D. ***NOTE: The Location and Vicinity Maps will conform to guidelines in AC 150/5070-6A, page 59.***

☐ *2. TERMINAL AREA PLAN (TAP)

☐ A. DESIGN STANDARDS USED

☐ B. DEVELOPMENT STAGING

☐ *3. PART 77 AIRSPACE PLAN: List and number all obstructions :

☐ A. PRIMARY SURFACE OBSTRUCTIONS

☐ B. TRANSITION SURFACES OBSTRUCTIONS

☐ C. HORIZONTAL SURFACE OBSTRUCTIONS

☐ D. CONICAL SURFACE OBSTRUCTIONS

☐ *4. APPROACH ZONES PLAN: List and number all obstructions :

☐ A. APPROACH ZONE OBSTRUCTIONS

☐ *5. RUNWAY PROTECTION ZONES (RPZ) PLAN: List and number all obstructions :

☐ A. RPZ OBSTRUCTIONS

☐ *6. LAND USE/NOISE CONTOUR PLAN: Land Use Map should be sufficient in scope to include , as a minimum, the Traffic Pattern Airspace for the category of airport as indicated in FAA Order 7400.2D, Part 3, Ch 10, Para 10-14, Fig 10-14(5). The Plan must indicate the future land use designations by the appropriate political sub-divisions and indicate recommendations for changes to the future land uses are warranted. Noise Contours should be developed with the FAA Integrated Noise Model (latest version available) for the end of the planning period . The Plan should indicate what INM version was used. NOTE: If noise contours development has not been included in the contract, use the Arizona State System Plan Noise Contours and annotate the Plan accordingly. Land Use/Noise Plan exhibits used in the Master Plan are preferred in color.

☐ A. INDICATE ALL JURISDICTIONAL BOUNDARIES

☐ B. ILLUSTRATE RECOMMENDED ON- AND OFF-AIRPORT LAND USES

☐ C. BASE MAP SHOULD DEPICT THE END OF THE PLANNING PERIOD ALP

☐ *7. PROPERTY MAP

☐ A. DESCRIPTION OF PARCELS: Number, Recorders #, Docket and Page #, Date of Recording, Acreage and Description.

☐ B. DESCRIPTION OF PARCELS RECOMMENDED FOR ACQUISITION

VI. CHAPTER SIX - ENVIRONMENTAL EVALUATION

☐ 1. ENVIRONMENTAL EVALUATION (EE): Is required to be conducted under the requirements of FAA Order 5050.4A, Airport Environmental Handbook for all initial master plans and future master plans where there is a <u>significant change in the development plan since the last master plan</u>. NOTE: Contracts for Airport Master Plan Updates that have not had an EE or Environmental Assessment (EA) for airport development in the past seven years should include and environmental evaluation in the scope of work.

☐ *A. PROPOSED DEVELOPMENT

☐ B. SPECIFIC IMPACTS
- o* (1) NOISE: Existing and end of planning period noise contours
- o (2) COMPATIBLE LAND USE (an exhibit is optional)
- o (3) SOCIAL IMPACTS
- o (4) INDUCED SOCIOECONOMIC IMPACTS
- o (5) AIR QUALITY

- o (6) WATER QUALITY
- o (7) DEPARTMENT OF TRANSPORTATION ACT, SECTION 4(F) LANDS
- o (8) HISTORIC, ARCHITECTURAL, ARCHAEOLOGICAL & CULTURAL
- o (9) BIOTIC COMMUNITIES & THREATENED, ENDANGERED SPECIES
- o (10) WETLANDS & WATERS OF THE U.S.
- o (11) FLOODPLAIN
- o (12) COASTAL ZONE MANAGEMENT PROGRAM & COASTAL BARRIERS
- o (13) WILD & SCENIC RIVERS
- o (14) FARMLAND
- o (15) ENERGY SUPPLY AND NATURAL RESOURCES
- o (16) LIGHT EMISSIONS
- o (17) SOLID WASTE
- o (18) INSTALLATION RESTORATION SITES (NATIONAL PRIORITIES LIST)
- o (19) CONSTRUCTION IMPACTS
- o (20) OTHER
  - o (A) CONSISTENCY WITH OTHER PLANS
  - o (B) LAND OWNERSHIP
  - o (D) WATER USE
- o (21) CONCLUSION

VII. CHAPTER SEVEN - CAPITAL IMPROVEMENT PROGRAM & FINANCIAL PLAN

☐ 1. AIRPORT MANAGEMENT STRUCTURE (May be omitted if included in Chapter One)

☐ 2. CAPITAL IMPROVEMENT PROGRAM:

☐ A. AIRPORT DEVELOPMENT SCHEDULE : Exhibits should highlight major projects included in each development stage.

- o *(1) STAGE ONE: First five years of the Plan: Each project in each year, delineated by cost and cost share for each category(Federal, State, Local and Private/Other)
- o *(2) STAGE TWO: Next five years of the Plan: Each in the five-year period delineated by cost and cost share for each category(Federal, State, Local and Private/Other)
- o *(3) STAGE III: Plan Years 11 through 20: Each project in the 10 year period delineated by cost and cost share for each category(Federal, State, Local and Private/Other)

☐ B. AIRPORT DEVELOPMENT COST SUMMARY: Use current and non-inflated dollars, indicate percent of engineering and contingency funds included in project costs.

☐ C. ECONOMIC FEASIBILITY ANALYSIS

- o (1) ANALYSIS OF FEDERAL & STATE AID TO AIRPORTS
- o (2) ANALYSIS OF OTHER FINANCIAL AID AVAILABLE TO THE AIRPORT
- o (3) CASH FLOW ANALYSIS

- o (A) ANALYSIS OF REVENUE SOURCES: Airport projected operating revenue by category.

- o (B) ANALYSIS OF EXPENSES: Airport projected operating expenses by category.

☐ D. STAGE I DEVELOPMENT AND COSTS: A Table of projects by year, type, federal, state, local and private distribution with a color (preferred) exhibit depicting the projects in the stage .

☐ E. STAGE II DEVELOPMENT COSTS: A Table of projects by year, type, federal, state, local and private distribution with a color (preferred) exhibit depicting the projects in the stage .

☐ F. STAGE III DEVELOPMENT COSTS: A Table of projects by year, type, federal, state, local and private distribution with a color (preferred) exhibit depicting the projects in the stage .

VIII. APPENDICES

NOTE: THIS LIST IS A GUIDELINE OF POSSIBLE APPENDICES:

☐ 1. GLOSSARY

☐ 2. SURVEYS AND RESULTS

☐ 3. MINUTES OF PLANNING ADVISORY COMMITTEE MEETINGS: Note all ***written*** comments from members of the PAC require a ***written*** response included in the Master Plan.

☐ 4. CORRESPONDENCE FROM CHAPTER SEVEN COORDINATION: Note all ***written*** comments from members of the PAC require a ***written*** response included in the Master Plan.

☐ 5. MINIMUM STANDARDS

☐ 6. AIRPORT ECONOMIC IMPACT STUDY

☐ 7. RATES AND FEES STUDY

☐ 8. AIRPORT OPERATING PROCEDURES

☐ 9. AIRPORT ACTIVITY COUNTS

☐ 10. AIRPORT BASED AIRCRAFT LISTING

DOCUMENTATION REQUIRED: The Aeronautics Division requires the following copies (**insure they are indicated in the scope of work**):

1. WORKING PAPERS/PHASE REPORTS - (1) COPY
2. DRAFT FINAL REPORT - (1) COPY

3. FINAL REPORT - (1) PAPER COPY

A. 1 COPY ON DISK (3&1/2"), IBM FORMAT, WORD PROCESSING COMPATIBLE WITH MICROSOFT WORD VERSION (*INSERT VERSION NUMBER HERE*).

4. AIRPORT PLAN SETS:

A. (1) ONE COPY OF SIGNED ALP ORIGINAL WITH SIGNED FAA(OR ADOT) APPROVAL -

B. (1) COPY OF THE FINAL AIRPORT LAYOUT PLAN SET

C. (1) COPY OF DIGITIZED ALP PLAN SET ON DISK, IBM FORMAT

D. FAA WESTERN-PACIFIC REGION (NOTE: ***Not Applicable to Airports in the Secondary System)***

(1) TWO COPIES OF FINAL ALP PLAN SET

(2) TWO COPIES OF AIRPORT MASTER PLAN

e. The intent of this comment is not clear. We are not certain what you are asking for regarding "road signage". Please clarify what you need to see regarding this.

f. See page 1-4. The auto parking area is mentioned, but we will clarify the report and Figure 1A to indicate that it still exists, and will indicate its location.

g. Contrary to your comment, Figure 1A does have a scale (1"=1,000'). We can, however, add a legend or label more of the features to clarify it.

h. At the last PAC Meeting, we requested a copy of the City's master plan and current zoning (see Minutes). We have not received it as yet. We will be adding this information as soon as we have it, and will also add reference to existing land use (probably on Figure 1A - it's all unoccupied state trust land).

2. Section 2: Aviation Demand Forecast

a. Contrary to your comment, this section does discuss the FAA Terminal Area Forecasts (see page 2-6 and 2-7). Of course, there are no specific forecasts included in the TAF for Tombstone, but the aviation activity and predicted growth in the state is briefly described. We will add the date of the referenced publication, as requested. Do you want us to expand this discussion?

b. We will add the date of the BEA and AzDES population data used. Contrary to your comment, the historic population data for Tombstone is included (see the table on page 2-8). We will revise the text to correctly indicate that the DES population data was used in the forecasts - not the BEA data. Thanks for pointing this out. Actually, the second forecast scenario uses its own population projection as part of its methodology. This is noted in the text, and the AzDES forecast data is presented in the table for comparison.

c. Page 2-17 says *"The range of activity indicated by the two models may be regarded as a reasonable depiction of the probable activity level at Tombstone after initial improvements are made."* The preferred forecast is this range, not a single line. We can add a summary table of all the forecasts presented in the graph, as requested.

d. You are correct. The based aircraft and operations forecasts may be optimistic. However, there are currently 5 aircraft owned by Tombstone residents. These are now kept at other airports for the reasons cited in the report. Our assumption is that these will be moved back to Tombstone Airport after initial improvements are made. The assumption is that the City is serious about providing for the current demand as soon as possible. This was presented and discussed in detail at the last PAC Meeting (the initial opinion of some of our PAC members was that the existing activity and projections as presented were too *low*). Page 2-9 describes the basis of our assumptions, and identifies the year 2000 as *"a*

reasonable threshold date for the completion of these (initial) improvements". The year 2000 is a reasonable goal for installation of some sort of increased security facility, the item identified by the PAC as key to the aircraft moving back to Tombstone.

e. The Tombstone Airport has been identified in the report as a VFR-only airport. There are no instrument approaches.

Contrary to your comment, a discussion of "Fleet Mix" is included. Four pages (2-17 through 2-20) are devoted to presenting the potential mix of aircraft that could use the airport when improvements are made. Several times in the report it is noted that the present activity is limited to smaller singles and twins. It's not possible to predict reasonably accurate percentages of use by type because there is no historical basis in this case. We can expand the discussion if you so desire and use some general assumptions to establish mix percentages.

Page 2-2 includes a discussion of the types of operations considered in airport planning, and says that *"The forecasts for Tombstone Municipal Airport will be confined to definition of Based and Transient operations".* We believe that the Based/Transient approach gives a more useful picture of the airport's activity and role than the Local/Itinerant split. There are no military operations, and we will add a statement to that effect.

f. Contrary to your comment, the peak month, peak day and peak hour is presented, and in detail. Six pages are devoted to explaining the demand/capacity calculations and methodology (see pages 2-21 through 2-26). Tables are presented. These include percent of use for each month, and identify peak operations for the peak month, peak day and peak hour.

g. Again, contrary to your review comment, the hourly capacity, ASV and delay information *are presented*, calculated using accepted FAA methodology. See page 2-26.

3. Section 3: Airport Facility Requirements

a. At the last PAC Meeting, we presented the results of our initial wind data analysis, which was based on the *nearest* station, Bisbee-Douglas International Airport. Your comment that our *"Wind Data Analysis was not calculated correctly..."* is misleading to our client. There were no errors in our calculations, methodology or presentation, and our selection of the nearest recording station is probably as appropriate as a combination of two sources in this case because of the influence of nearby terrain. As I told you in my fax of August 25th, we are in the process of trying to acquire wind data from the hydrologic station located about 3 miles from the airport. This data will probably not be in an easily manageable format, but our intent is to incorporate it in our report and analysis. The data will not be available until later this month. This was discussed in detail at the last PAC Meeting, which you did not attend, and is documented in the Minutes (sent to you

on August 27, 1998).

Annual rainfall will be added to the report, as will the source of the mean maximum temperature. Thank you for pointing this out.

b. A discussion of fuel requirements has been added to the narrative, based on discussions at the last PAC Meeting. We will include a statement regarding the need for a parallel taxiway (none). Your statement that *"omitting aviation issues because they may not be necessary ... is not good planning"* is curious at best - accusatory at worst. A simple statement and explanation will cover the taxiway issue. We will add a discussion concerning this and recommend that the parallel taxiway area be protected from development, as you have suggested.

c. The state's (Transportation Board Policies 1998 Edition) requirements were used in determining the facilities requirements, along with the FAA's requirements. We failed to reference this in the text and will rectify it. We will reference it in the next update and include excerpts at the end of Section 3.

d. Because the Tombstone airport is an "emergent" facility with very few existing facilities and an identified present need for improvements, we included an Immediate Term development phase (2-year) and combined the Ultimate and Intermediate term programs. These can be broken out differently for conformance with ADOT's and the City's requirements, as requested.

Regarding your comments on the alternatives sketches: At the last PAC Meeting, we simply presented four alternate layouts for future development. In the course of discussion, a fifth was added. Because you could not attend the meeting, we faxed you copies along with other information about the meeting proceedings. A comparative analysis of these alternates is included in the current Working Paper (sent to you and the other PAC members today). This will be discussed at the September 24th meeting.

You are correct that we did not have a copy of your new Master Plan checklist. Do you have some sort of distribution list/process for new documents generated in your office? We cannot be expected to have the latest information from your office if you don't keep us up to date.

You made a statement that said *"the remark made by Mr. Pela concerning ADOT funding support for hangars is not entirely true"*. According to the Minutes, what I said was *"..the FAA/ADOT does not give grants for hangars.."* This is entirely true. What didn't make it into the Minutes was that I went on to explain that loans are available.

I don't understand the reason for the accusatory and adversarial tone in many of your review comments, Ray. In many cases, you claim that information has been omitted from our work when, in fact, it is present. In your review letter and checklist you suggest plagiarism on our part, and accuse

us of lying (*"the remark made by Mr. Pela ... is not entirely true"*). This is unacceptable.

We are on the same team, trying to do the best job we can for the City of Tombstone. We believe that the only way to a successful planning project is for many people to be involved in the process, working side by side, reviewing our work and providing relevant and timely input and information. We appreciate constructive criticism, but will always challenge actions that undermine the PAC process and our professional reputation - wherever they surface.

Perhaps we could spend some time together soon talking about this.

Sincerely,
NICHOLAS J. PELA & ASSOCIATES

Nicholas J. Pela

c: Kathy Miller, City of Tombstone
Gary Adams, ADOT
Ron Schreier, Gannett Fleming, Inc.

Tombstone Municipal Airport Master Plan PAC

Recreational Airport Information

At the first PAC meeting on August 21, 1998, PAC members expressed interest in developing Tombstone Municipal Airport as a recreational airport. To find out more information about Recreational Airports, I contacted Mr. Ray Boucher from ADOT-Aeronautics. Mr. Boucher informed me that in 1992 ADOT-Aeronautics developed an Arizona Recreational Airport Master Plan. This master plan selected 18 possible sites that would be good locations for recreational airports in the state of Arizona. The airports listed in the master plan (the city, town, or county) could then sponsor their airport as a recreational airport and apply to the state for grants to get funding to help develop their airport as a recreational airport. Of the 18 sites chosen in the master plan, only the Payson Municipal Airport went through with the recreational development of their airport (*see below). In retrospect, one limiting factor was that there was probably insufficient funding set aside for recreational development of more than one or two facilities. In order to generate more interest in the recreational airport program, the Aeronautics Division is going to study the possibility of establishing different recreational facilities ranging from primitive (a landing area, parking area, waste collector, and water) to a sophisticated site plan such as the facilities available at Payson Municipal Airport. The master plan will list various facilities that airports could include in their recreational airport such as: camping sites, picnic tables, restrooms, fire places, washing facilities, and sanitation. By offering a variety of facilities in the master plan, an airport (sponsor) could specifically match the recreational facilities to the abilities of their site. The master plan will also re-consider all of the airports in the state and re-prioritize the airports where recreational airport use would be most significant. The goal is to provide a larger number of recreational opportunities in the State rather than a few sophisticated locations.

ADOT-Aeronautics invites airports and sponsors to provide input as to why their airport should be included in the master plan and any ideas they would like to see included in the master plan. Once an airport is listed in the Arizona Recreational Airport Master Plan, the airport or sponsor can then apply for state grants to assist in the development of the recreational airport. This new master plan will likely be in its developing stages within the next six months.

To have Tombstone Municipal Airport considered in the new master plan, the City of Tombstone needs to submit a letter to ADOT-Aeronautics (see address below) requesting that the Tombstone Municipal Airport be included in the new master plan and to provide suggestions and ideas on how they would like to recreationally develop their airport.

Address:
Mr. Ray Boucher
ADOT-Aeronautics
P.O. Box 13588 - MD 426M
Phoenix, AZ 85002-3588

*The Payson Municipal Airport Recreational facilities include: 12 campsites, aircraft tie downs, showers, restrooms, and picnic tables and fire-pits at each site. Because the facilities use state funds, no camping fee can be charged. However, a small fee is charged to the users to help cover the cost of the utilities. In Payson, their FBO takes reservations for their recreational facility. The cost of staying at the campground is $10 and the tie down fee is $3. However, if the user buys fuel, the first night's stay is free. (User fees will be also be addressed in the new master plan.)